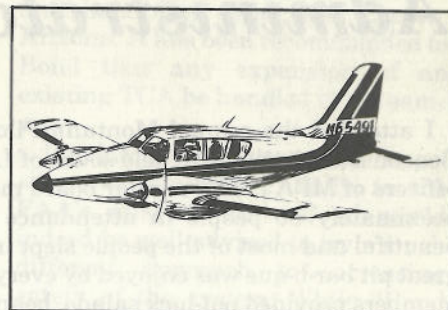


Montana and the Sky



Vol. 31, No. 10

MONTANA AERONAUTICS DIVISION

October, 1979

Elizabeth (Bitty) Morrison Herrin



Elizabeth Morrison Herrin, better known as "Bitty" has been in the flying business since 1931. She is President of Morrison Flying Service, Helena—Montana's oldest aviation service business, established by R.E. "Red" Morrison, whom she married in 1933. Upon his death in 1942, while

serving in the U.S. Army Air Corps, she became President of the Company. At that time the company was involved in the flight training of Naval cadets and Morrison's were running classes every 12 weeks of 100 cadets with 20 pilots through primary and secondary courses before they reported for naval training.

Although a non-pilot, Bitty has been involved in general aviation for over 40 years. She has served as Industrial Vice-President for NATA for both Flight Training and Airports, as well as on a number of committees. She was Secretary and Treasurer of the Montana Pilot's Association, which awarded her a life membership, and Executive Secretary for the Montana Aviation Trades Association for over 20 years. Bitty was also Secretary for the Northwest Aviation Operators Council, an organization composed of Fixed Base Operators from Idaho, Montana, Oregon and Washington. In 1967 the Montana Pilot's Association awarded Bitty an honorary life membership for her service and support, the first ever, and only, given to a woman and non-pilot. Bitty was a two term member of the INAC Board, the first woman ever to be selected, and served many times on both the Nominations and

Resolutions Committees.

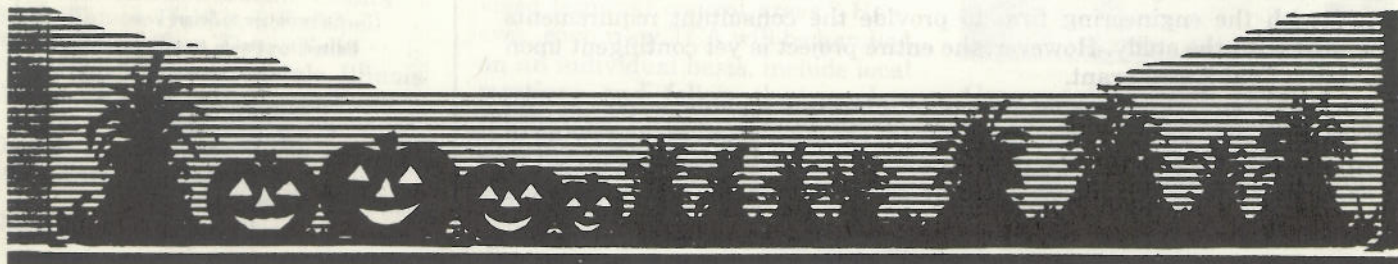
She is the mother of five grown children and has eight grandchildren.

Merry Christmas

If you have not read the aviation history *Montana and the Sky* by Frank W. Wiley, former Director of the Montana Aeronautics Commission, you have missed a real treat. Why don't you hint to someone that you would like to receive it for Christmas. Or, if you know an aviation enthusiast, this book is an ideal gift for that person.

Written by Frank W. Wiley, under the auspices of the Montana Aeronautics Commission, the book is an authentic history of aviation in Montana. It contains more than 200 rare aviation photographs—stories of the adventures of 100 pioneer pilots and a history of events in aviation between the 1860's and the 1930's.

Cost of the book is \$10.00 and orders may be forwarded to the Montana Aeronautics Division, P.O. Box 5173, Helena, MT 59601.



Administrator's Column

I attended the annual Montana Pilots Association Fall Fly-In held at the Beacon Star Antique Airfield south of Lewistown on September 22 and 23. The officers of MPA held a regular board meeting during the fly-in. There were approximately 50 people in attendance for the gathering. The weather was beautiful and most of the people slept in tents or under their airplane wings. A great pit bar-b-que was enjoyed by everyone on Sunday. The Lewistown hangar members provided pot-luck salads, beans, potatoes, and desserts. I would like to thank both the Lewistown hangar and Frank and Jerry Bass for hosting the fall fly-in at the Beacon Star Antique Airfield.

★ ★ ★ ★

The Montana Aeronautics Board has scheduled a hearing for October 17 to review the application submitted by Big Sky Airlines for Industrial Revenue Bonds. The Board will also be holding a regular business meeting the following day.

★ ★ ★ ★

September 21 to 23 were the dates of our first Mountain Search Pilot Clinic. See pictures and story on pages 4 and 5. To our knowledge this was the first clinic of this type to be offered to volunteer mountain search pilots within the United States. We feel this was a most successful and worthwhile effort and intend to offer this type of clinic on an annual basis.

★ ★ ★ ★

I attended the annual Flying Farmers Convention held in Wolf Point the weekend of October 5 and 6. Flying Farmers Past President Dave Stephens is to be congratulated for his efforts and service to the organization during this past year. A list of new officers will be included in the November issue of *Montana and the Sky*.

★ ★ ★ ★

The feasibility of constructing an airport at Colstrip is going to be studied, hopefully in the very near future. A seven-member screening committee interviewed five engineering firms at the Aeronautics Division office on October 3. The firm of Christian, Spring, Sielbach and Associates, based in Billings was selected to do the study which includes site selection. TAP of Bozeman will be teamed with the engineering firm to provide the consultant requirements associated with the study. However, the entire project is yet contingent upon receiving a Coal Board grant.

There has been a considerable amount of interest in a public airport at Colstrip for some time and now with the reality of the town population growing to an estimated 6,000 to 8,000 the public need for air service is anticipated to increase. We therefore have responded by embarking on the aforementioned study project.



Montana and the Sky
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Creative Press

CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

Wallace Gerald Allen, Bozeman
John Arnan Warner, Havre
Robert George Neely, Jr., Havre
William Allen Iverson, Havre
Larry Dale Benedict, Bozeman
Robert Allyn Marshall, Belgrade
Jacqueline Rae Luedtke, Missoula
Wesley Charles Carlisle, Belgrade
James Michael Stanley, Bozeman
Elizabeth Claud Smith, Whitefish
Virginia Marie Searight, Columbia Falls

Thomas Michael Seabase, Pablo
Dale Maurice Enerson, Malta
Rex William Mayer, Great Falls
Gary R. Stott, Fairfield
Randall Leslie Mayse, Great Falls
Richard Robert Aspinwall, Great Falls

Bonnie Joyce Ford, Missoula
Russell Orris Erickson, Havre
Thomas Edward Reed, Great Falls
Gene Ardell Langlois, Libby
Elliott Raymond Kuubits, Whitefish
Fred Carl Wittlake, Columbia Falls
(Add Sea)

Earle William Philip, Great Falls

INSTRUMENT

Gary Douglas Seaman, Kalispell
Scott Watson Hubbard, Kalispell
Joseph Lane Kennedy, Dillon
(Private)

Stephen Robert Kessell, Missoula
Norm Mulder, Manhattan

MULTI-ENGINE

Richard Ernest Peters, Missoula
(Commercial)

Thomas Edgar Brown, Jefferson City
(Private and Instructor)

Robert Earl Toombs, Butte
(Commercial S. Engine & Instructor)
Michael Vernon Seaman, Kalispell
(Commercial S. Engine & Instructor)

COMMERCIAL

Edward Raymond Peigneux, Malta
Raymond Richard Austin, Clancy
Scott Watson Hubbard, Kalispell
Robert Floyd Tess, Great Falls
Paul John Walker, Hinsdale, Illinois
Dale Eugene Kavulla, Great Falls
(ATP)

Delbert Lee Schwaderer, Stevensville
John Earl Drumheller, Bozeman
(Add Glider Tow)

Norm Mudler, Manhattan

FLIGHT INSTRUCTOR

Tommy Lee Bohannon, Missoula
(Renewal)

Paul Gordon Newby, Belgrade
(Renewal)

David Daniel Jourdan, Billings
(Renewal)

John Roland Lien, Great Falls
(Renewal)

Jack Thomas Martinell, Butte
(Renewal)

James Phillip Stroh, Havre
(Renewal)

Kenneth E. McNees, Helena
(Renewal)

Harold Leroy Graf, Great Falls
(Renewal)

Kyron Velsa Hall, Great Falls
(Renewal)

Stephen Verne Jamieson, Bigfork
(Single & Multi-engine)

Michael Vernon Seaman, Kalispell
Robert Floyd Tess, Great Falls

Paul John Walker, Hinsdale, Illinois
Scott Watson Hubbard, Kalispell

FAA Withdraws Rulemaking

FAA Administrator Langhorne Bond officially withdrew the controversial airspace proposal known as "Controlled Visual Flight" (Notice of Proposed Rulemaking 78-19). After receiving an avalanche of protests from across the nation, and in view of a crippling amendment Members of Congress were threatening to attach to the FAA's appropriations bills, Bond decided to withdraw the entire proposal. He has indicated he will be publishing in the Federal Register an explanation or statement of clarification on his move.

Bond said, "the withdrawal of the en route proposals does not change agency plans to propose new or revised terminal control areas." However, each new TCA will be handled on an individual basis, include local meetings and follow the complete rulemaking process. Out of the 44 sites proposed for new TCAs, six have been officially withdrawn. They are: Des Moines, Iowa; El Paso, Texas; Jacksonville, Florida; Lihue, Hawaii;

Salt Lake City, Utah; and Tucson, Arizona. It has been recommended to Bond that any expansion of an existing TCA be handled in the same way.

In view of the tremendous opposition encountered initially to the FAA's airspace grab, Bond would indeed be well advised to try a much different approach to increasing safety of the system. While "Bond will be back", he has been beaten on this specific proposal.

Yellowstone Airport Closed

By: Ted Mathis,
Airport Manager

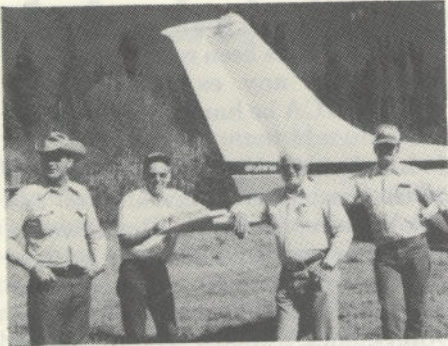
On October 1st, the Yellowstone Airport closed, ending another record season. This year Frontier and Western Airlines enplaned 11,327 passengers and deplaned 12,236 for a total of 23,563 passengers served during their four months of operation. This figure was up 3.6% from 1978 and set a new record for the airport.

General aviation activity this year was also up from 1978 and was highlighted by the National Navion Convention held in July.



Congratulations to Frank and Jerry Bass! Frank and Jerry were recently married while in attendance at the International Antique Aircraft Association Convention held in Blakesburg, IA.

Mountain Search



Left to right, Dave Ferris, Dillon, participant; Jack Van De Reit, Choteau, instructor; Jack Wilson, Helena, instructor; and Gary Cormier, Billings, participant.



Sparky Imeson, FBO at Jackson Hole, Wyoming spoke Saturday night on mountain flying techniques.

The Montana Aeronautics Division held it's first Mountain Search Pilot Clinic at Kalispell on Friday, Saturday and Sunday, September 21 to 23, 1979.

We have long recognized the need for a better system in selecting qualified pilots in order to assure the highest degree of safety while conducting mountain search operations.

The problem of choosing unknown mountain search pilots from a registration roster by total time and currency in addition to whatever else we can gather is a tough and entirely subjective job.

By holding a search clinic we feel we can screen, compile and possibly improve our selection of qualified mountain search pilots. We believe we now have a start on an objective

method of selection.

In the future we anticipate certifying those pilots who successfully complete a Montana Aeronautics Mountain Search Pilot Clinic and these will be the volunteer pilots called upon during actual mountain air searches. No air search will be flown by a pilot who has not successfully completed or instructed in one of our clinics.

The clinic itself was divided into three major parts: 1) Ground school on air search techniques as they relate to the mountain flying environments, 2) Ground school on the ELT and homer operations, associated problems and techniques in homing, and 3) The actual dual flight instruction in the rugged mountains with strong concentration on search techniques.

All of the Montana registered mountain search pilots were invited to attend the clinic.

Of these we selected thirty applicants, chose six highly skilled mountain flying specialists as flight instructors and provided six Cessna 182s for the flight instruction.

Friday evening we hosted the arrivals with an excellent mountain flying ground school presentation by Jack Van De Reit, former Helena GADO FAA Accident Prevention Specialist now retired and with Insurance Associates of Choteau.

Saturday morning everyone met at the Kalispell City airport to find their partners, aircraft, and instructors. At 0730 six loaded aircraft departed for three designated airstrips located in the rugged mountains east of Kalispell. The airstrips chosen were Spotted Bear, Meadow Creek, and Schafer Meadows. Each instructor would carry his load of three students into his designated mountain strip. There he would drop two students and fly with the remaining one for an



All pilots participating in the clinic were required to attend ground school sessions Friday and Saturday evenings.

Pilot Clinic

hour, then return and repeat this process for the second and third student.

By noon each of the three students would have one hour with the instructor and they would then return to Kalispell for fuel and lunch.

After lunch, the instructor would repeat this process with three new students. Each student was scheduled to receive two one-hour sessions of flight dual by two instructors in two areas. This procedure would allow maximum exposure to different mountain areas. Each instructor completed an evaluation form for each of his students.

The flight training session was three fold: search technique, mountain flying technique, and mountain strip approaches and landings.

Saturday night we were very fortunate to have Sparky Imeson from Jackson Hole, Wyoming, give us an excellent presentation on mountain flying skills coupled with some exceptional photography.

Sunday morning the flight training process was repeated beginning at 0730.

Students awaiting their flight training were scheduled into a ground training session on the ELT homer operation and technique of locating an active ELT. This was taught by A.V. "Speed" Norman of Oswego, Oregon, a well-known authority on the art of ELT search. Each student was required to attend this course. At the end of the flying on Sunday, a critique session was held with both the students and instructors participating. Suggestions, comments and constructive criticism was requested and the overall input received was very complimentary and gratifying. It is therefore the intention of the Montana Aeronautics Division to continue this clinic on an annual basis.



Left to right, Bill Tubbs, Hamilton; Mike Ferguson, Helena; Phil Brod, Great Falls; Mike Strand, Kalispell; Dan Darkenwald, Billings; and Fritz Lueneburg, Kalispell; all participated in the Mountain Search Pilot Clinic.



"Speed" Norman (far right) provided some excellent comments on the finer details of operating the ELT homer.



A few of the participants at the recent Mountain Search Pilot Clinic, left to right, Terry Miles, Scott Hubbard, Jack Wilson, Bill Chapman, Fred Lark, and Bob Johnson.

U.S. Parachute Team Wins Gold in World Competition

The U.S. Parachute Team won big at the Third World Relative Work Parachuting Championships in Chateauroux, France, taking the prestigious eight-way event by a large margin over 18 other countries.

The eight-way competition, considered by many parachutists to be the most difficult of all freefall parachuting competition, requires the eight jumpers on the team to exit the aircraft at 11,000 feet, join up in freefall and perform a series of predetermined freefall "formations" (called "relative work") until reaching parachute opening altitude of 2500 feet. Teams get one point for each formation properly completed.

This year's U.S. Team showed absolute mastery of the eight-way event by achieving 66 points in nine jumps (450 seconds of freefall), finishing 17 points ahead of the second-place Canadian team. This is the second time the U.S. has won the event in world competition, taking it in 1977 in Gatton, Australia as well.

U.S. Team members participating were Jerry Bird, Brigham City, UT; James Captain, Leawood, KS; Garry Carter, Gayetteville, AR; Mike Eakins, Sparks, NV; Craig Fronk, Issaquah, WA; Michael Gennis, San Francisco, CA; Martin Martin, Solana Beach, CA; Steve Mayes, Nashville, TN; Gary Sanders, San Diego, CA; B.J. Worth, Whitefish, MT; and Team Leader Bill Ottley, Washington, DC.

The above members also set a world record in ten-way speed "stars," a competition that has been likened to the "fifty yard dash" of freefall, linking ten jumpers in freefall only 5.16 seconds after exiting the aircraft. This eclipsed the previous world record of 3.3 seconds set by the Russians in November 1978.



United States Parachute Association/Paul Proctor

The United States Parachute Team members, top row left to right: Steve Mayes, Mike Gennis, Mike Eakins, Marty Martin, Jerry Bird, Garry Carter. Bottom row, left to right: Jim Captain, B.J. Worth, "Hod" Sanders and Craig Frank.



United States Parachute Association/Paul Proctor

Mirror Image — 1979 World Champions of eight way relative work. This photo was taken over Tecumseh, Michigan. Mirror Image set a world record during the USPA National Championships in Richmond, IN when they built ten formations in one jump (just 50 seconds of freefall).

HELP!

The Montana Airport Directory is now being revised and updated for 1980. We would appreciate your help in letting us know of any changes in airport facilities, procedures, names or phone numbers. We would especially like to have names and phone numbers for contact persons at those airports that do not have FAA facilities on the field. Please take a few minutes to look through your directory and let us know of any changes.

Anticipation

By: Tim Linn
ALIAS: STUMPJUMPER

*Tis getting to be dusk,
The sky red to the West,
And the air smooth as glass,
The Ol' Birdog's engine making
music of her own . . .
This a shame to have to end another
Majestic Flight
from within Montana's mountainous
high country!
Come on Ol' Girl, it's time to become
alert,
We're on short final now,
And we must anticipate go around,
For there maybe that unexpected
Remember the wind shears as we
decended down through
the trees at Benchmark,
The gusty crosswind at Lincoln, that
changed to a quartering tailwind
once we were on the deck;
And the cow moose at Schafer
Yes, the ground loop is lurking with
these elements to catch us
off guard!!
Ah, a grease job; too bad no one is in
the back seat to share this one!
Don't get relaxed yet tail dragger
driver, we're not tied down
Mixture, master, mags; the ropes
secure
Yeah, Ol' Girl we defied the elements
again!!*

\$147.4 Million Allocated for Airport Development

Airport Development Aid Program allocations totalling \$147,453,488.00 for 230 development projects were approved by the Department of Transportation during the third quarter of fiscal year 1979.

The allocation by DOT's Federal Aviation Administration were made for airport improvements in 50 states, American Samoa and Puerto Rico. There were 67 projects for \$19,875,603 at general aviation airports, including projects for \$8,650,789 at 13 reliever airports.

The remaining 163 projects were at air carrier airports and included \$106,886,522. Included were 16 projects at commuter airports for \$10,803,098. In addition, \$17,035,447 in multi-year allocations were approved for future fiscal years.

The third quarter of FY 1979 covers the period from April through June 30, 1979.

ADAP allocations are authorized by the Airport and Airway Development Act of 1970, as amended. An ADAP allocation is the first step leading to a federal grant for an airport project. Before the grant can be made, the airport sponsor must comply with all applicable federal requirements.

The following list indicates where the allocations are earmarked. The city, approved amount and a description of work are shown.

Location Sponsor Name of Airport	Federal Funds	Description of Work
Bozeman Gallatin Airport Authority Gallatin Field	\$137,885	Rehabilitate Runway 12/30 lighting system.
Butte Bert Mooney Airport Authority Bert Mooney	206,722	Land.
Havre Havre and Hill County Havre City-County	67,600	Construct service roads.
Helena Helena and Lewis & Clark County Helena	272,048	Land for clear zone and approach.
Kalispell Flathead County Airport Authority Glacier Park Int'l.	496,150 Multi-Year 238,455—FY 1979 257,695-FY 1980	Construct apron; install security fence.
Sidney City of Sidney and Richland Co. Sidney/Richland Municipal	60,800	Install medium intensity run- way lights and wind cone.
Stanford Judith Basin County Stanford (GENERAL AVIATION)	122,800	Rehabilitate runway, taxiway and apron; clear zone land.
White Sulphur Springs City of White Sulphur Springs and Meagher County White Sulphur Springs (GENERAL AVIATION)	290,541	Clear zone easements; construct mark, and light runway; construct apron and taxiways; install rotation beacon.
TOTAL MONTANA	\$1,654,546.	

New Airport Safety Chief

Floyd Boltz was recently hired as chief of the Johnson-Bell Field's new airport public-safety division in Missoula. Floyd is not only a former Missoula County deputy sheriff with airport security experience, but also a former volunteer firefighter with the Missoula Rural Fire Department, a former chief of police at the Veterans Administration Hospital and a veteran of 20 years in the Army's special-force division.

The day-to-day duties of the public-safety division will involve everything from manning crash-fire-rescue

equipment during airline landings, to providing a backup for airline personnel at the terminal's passenger-screening point, to patrolling Johnson-Bell's air operations area, streets, parking lots, fence lines and aircraft parking areas, including hangars.

Congratulations Floyd!

★ ★ ★ ★ ★

Frontier Airlines' applications to fly non-stop between Denver, Colorado and Fargo, North Dakota has been approved by the Civil Aeronautics Board on a subsidy ineligible basis.

Calendar

October 17 & 18 — Montana Aeronautics Board hearing on Big Sky Airlines application for Industrial Revenue Bonds and regular meeting.

October 19-21 — Flying Farmers Saskatchewan Convention, Sheraton Inn, Regina.

February 5-7 — Aviation Mechanics Refresher Seminar — more details to come.

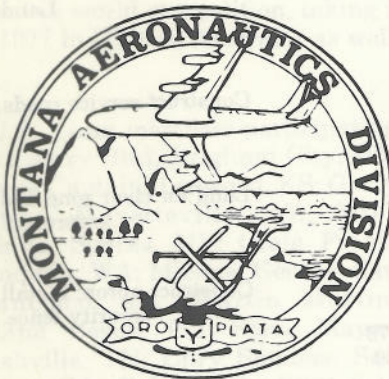
February 23-25 — Flight Instructor Refresher Course — more details to come.



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PURPOSE— "To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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